## IN WHICH MORPHEUS GUIDES A TIN LIZZIE

Thrilling Adventure of a Slumbering Gob Who Is Wended to Safety and to His Bunk After Many Stirring Snores

By EDWIN J. POLLOCK

IT WAS one of those wild, weird nights turned its nose down the Lincoin Highway. The skilding stopped, the humping stopped, the storm cased off, but the inky clouds. from the inky clouds. The rainfall looks like Niagara at its best or worst, whatever way you look

Long and hard he labored.

Packed and Jammed

Perfectly Imperfect

Now for Diavolo

the hardy tars was as nervous as

Trenton was reached and passed, the thip rattled over the "pay" bridge and

Just Like the Brook Down the highway to the Northeast Boulevard, down the boulevard to the lost of Old York road and up Old York Scad to Chestnut Hill went Henry singing merrily and breathing through il four. But the sleeper continued to neglect his nostrils. The road was as bard and smooth as the bottom of the Schuylkill, There were lamps and electric bulbs splenty along the highway, They weren't lighted, but that was a small neglect his nostrils,

Henry turned into the driveway that leads to the home of the modern Rip an. It's his home when he's not at sea, which is never. Rip was disturbed in his slumbers. He blinked a couple of times, viewed the general situation and said:

"Oh, we're here!"

Rip was deposited on the front porch and Henry started his last lap while Rip proceeded to finish his twenty-hour slumber. matter in comparison with the prob-At the side of one of the marshy sonewhere between here and As-nury Park, a sailor was breaking his ack over the crank of a Ford.

er over,—the engine, not the he spun it and was rewarded cough. She coughed at the

Ford: ne cough. She coughed at the cith a cough. She coughed at the cext spin and on the next, started to preath through one nostril.

The sailer crawled aboard and turned the sailer crawled aboard and turned the machine in the Henry was very weary on that last ap down town. His lamps blinked and be snored, but managed to keep awake antil he reached his stall at Joseph A. "unningham's garage and Ford Agency of Scath Broad Street. Then he was crippled nose of the machine in the put to rest.

Most Fords are tin lizzles, but any Ford that can emulate a Packard with Westinghouse springs is some pleasant

CONVERTIBLE SEDAN

New Lexington Product Both Closed and Touring Car

Packed and Jammed

The touring car was crowded—that is there were four occupying seats. If was the fag end of an imperfect day, somewhere in the neighborhood of 8 p. m. Everybody was tired, physically, but the loud claps of the thunder, the wicked flashes of lightning, the inconsistent coughing of the engine, the treacherous road and the two sleepy front lights that blinked continually all tended to quicken mental activity.

The rickety Ford kept breathing laboriously, but it kept breathing. Then some one must have operated on the septum, for gradually the air spread to all four nostrils and the journey appeared the off. It was soft until a hard road was It was soft until a hard road was reached. Then it became hard. The occupants of the good ship remained seated between humps. At other times they were hanging between the top and

Closed and Touring Car

The New Lexington line, which is distributed in this territory by the Lexington Motor Co. of Pennsylvania, 851 North Broad street, adds to its attractive collection of body styles this year a new type of convertible sedan named the Lex-Sedan.

It is designed especially to fill a new need and to all appearances is a closed car. It gives the utility of two cars, a sedan in foul weather and a touring car in fair weather, the engineers having worked out the problem by building the body to take the top in such a way that it can be completely opened by removing the window panels. This is built on the standard The hard roads were perfect except for the holes and the good ship was perfect except for the skids. It was easy to take a turn. for all the sailor a'd was to apply the breaks, hold tight to the wheel and the nose turned panels. This is built on the standard Lexington chassis on which are also mounted their five-passenger touring another direction. Sometimes it was e right direction. four-passenger coupe and the

the right direction.

The only thing that guided the sailor and his mates on their voyage was a prayer. It was impossible to tell where the guide posts were located, but the sailor seemed to smell a few and whenever the scent was strong, he wheeled to the portside, or starboard, threw 'er into low, got the full glare of the stubborn lights on the sign and took a look. lock.

The good ship listed like a cance in a heavy sea. It shot from one side of the road to the other. Th's is no charge against the sailor's chauffering ability. The wheel wasn't turned, but the road Reliable Auto The ruts were frequent and deep and those in the rear seat had to keep their n the rear seat had to keep their high to prevent concussion of Radiator Repairing Co. The thunder continued to roar and the lightning cracked as if it were ten feet overhead. The four night riders looked as if they were about to pay a visit to Davy Jones's looker. Their eyes were out on their lashes and they sate on the edge of cushions as if ready to take a dive and swim ashore if the ship 1417-19 Fairmount Ave. Hell, Poplar 3730 Key., Race 1426 Everything That the We said four were ready for the high ve. We should have said three. One

Name Implies. We are Experts On Radiator Repairing and Building

We build you one in 24 hours.

of the hardy tars was as nervous as spectators at a chess match. The thunder, the lightning, the roads, the rain meant nothing in his young life.

He was sleepier than the lights, but he never blinked. His lamps were shut tight. He was breathing worse than the engine, for he didn't use his nostrils for that purpose at all. It might have been a moonlight night for all he knew—or cared.

In his dreams he might have been riding along the best road in the world and in a Packard equipped with Westinghouse springs or other shock-absorbers. The effect was the same. He was sound asleep.

And the thunder roared, the lightning flashed, the rains beat upon the top. Radiators for all makes of cars built to order. Fenders, bodies, tanks, win d-shields, lamps, etc. Nickel plat-ing and enamel-ing. ping flashed, the rains beat upon the top. the good ship skidded and humped and sumped and skidded and he slept on and

The Debut at The Show of

Velie Light 6, Model 34

Velie Larger 6, Model 48

shows conclusively that

Velie engineers had their

finger tips on the pulse of

the motoring public. Com-

ment would indicate that

these two new models are

just a little ahead of what

any one dared hope.

Nearly Two Million

Cars Built in 1919

Some highly interesting figures, lating from 1899, are given in the lowing table : Passenger Car Production Motortruck Production vehicle production in 1919 29 valued wholesale at

Year's Test in 1400 Hours The owner of an engine identical with that which features the new Saxon gave it a private test of 1400 hours. At the end of that time measurements taken showed no wear on the part of the bearings, no four smark pluss and no carbon. The average car is now driven upward of four hours a day. This test meant more than a year of the

Oil Tank Wagon Shown Included in the Nash Motors Cc. truck exhibit will be a two-ton rear-driven Nash truck with a tank body of the Texas Co.

**NEW LIBERTY SIX** 

appointment as distributor o Liberty Motorcars, the new models of hich, presented for the first time at e New York Automobile Show, they ere exhibiting only at their individual isplay at their new building, 1408-10 Sorth Broad street, just above Master treet, in the heart of the new up-town utomobile district. This also is the only place where the new Liberty-built x-cylinder motor will be shown in hiladelphia. Their private automobile how will be open from 8 a. m. to 10 m., all this week.

While the W. S. Kip Motor Co. is new concern, it is composed of promi-

nent Philadelphia automobile men, of many years' standing, identified with leading automobile interests. Mr. Walter S. Kip, president, was for several years manager of the Buick Motor Co. Philadelphia branch, and has been for many years connected with the Buick organization in executive capacities. Fred Colver, manager, was formerly sales manager for the Buick Motor Co. Philadelphia branch, and was previously 102x64 feet, is devoted to sales purposes.

W. S. Kip Motor Co. Throws

Open Doors for Exhibition of
This New Model

HAVE A NEW BUILDING

The W. S. Kip Motor Co. announces

Fred Colver, manager, was formerly sales manager for the Buick Motor Co.

Philadelphia branch, and was previously commercial manager for the Locomobile Co. of America in Philadelphia. He was also formerly manager of the Buick Motor Co. branch in Brooklyn, New York,
The organization of the W. S. Kip
Totor Co. is composed throughout of men of long and successful experience with easy access from Carlisle street.

The deep running through to Carlisle street. The front room, 62x64 feet, is devoted to sales purposes, with 4000 square feet of space and accommodations for fifteen passenger cars. The showroom is perfectly lighted, superbly finished and richly furnished. The offices are located on the mezzaning through the commercial manager for the Locomobile to Carlisle street. The front room, 62x64 feet, is devoted to sales purposes, with 4000 square feet of space and accommodations for fifteen passenger cars. The showroom is perfectly lighted, superbly finished and richly furnished. The offices are located on the mezzaning floor overlooking the showroom. In the rear is an exceptionally large and completely equipped service deep running through to Carlisle street.

## 000000000000000 GEORGE J. CAMPBELL

Skid chains for trucks, etc. Chains of all kinds in stock in Philadelphia for immediate delivery.

000000000000000

J.H.McCullough & Son

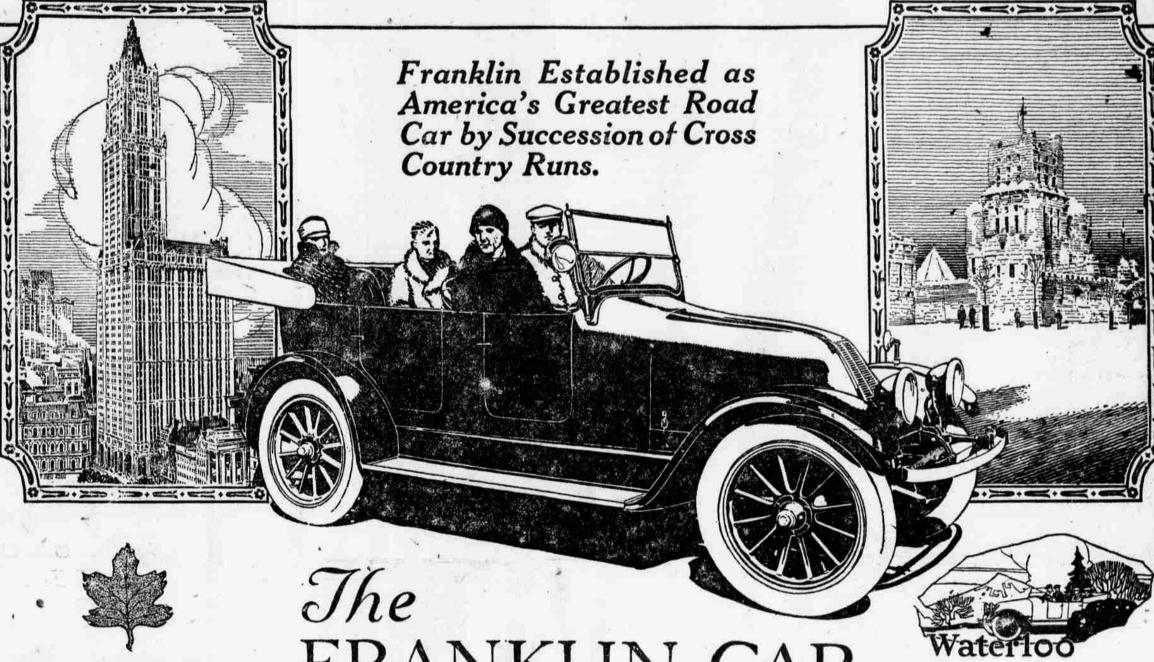


You will never get the last full measure of satisfaction that comes from correct motor lubrication until you have used the correct grade of Gargoyle Mobiloils as specified by the Chart of Recommendations. Ask us for "Correct Lubrication" booklet.

219-21 N. Broad St.

We co-operate with your dealer. Buy through him.





New York to Montreal, 398 Miles, in 9 Hrs. 59 Min.

The quickest scheduled train journey now possible between New York City and Montreal, Canada is 12 hours. A stock model Franklin Touring Car made the 398 miles in 9 Lours 59 minutes running time on November 11th, setting a new touring record and equaling from New York to Albany the non-stop time of the Wolverine Express, 3 hours 20. minutes. Five hours of the trip were through rain, slush, snow, ice, and a gale that at times blew fifty miles an hour.

The return trip (401 miles) was made in 11 hours 28 minutes running time. The total elapsed time for the round trip was 24 hours 10 minutes, including time out for eating, replenishing fuel and oil and for customs inspections. No spare tires or tubes were carried. No tire chains were needed. No mechanical troubles developed.

The same driver, Mr. J. W. Banks, drove all the way. Mr. H. P. Merchant of the B. F. Goodrich Tire Company and Mr. J. R. Getty. of "Motor," were observers; Mr. L. A. Miller, passenger.



New York-Boston Round Trip, 458.8 Miles, in 12 Hrs. 5 Min.

On September 29th Mr. Banks drove a Franklin Touring Car from New York to Boston and back in 12 hours and 5 minutes, establishing what was then a road touring record of 458.8 miles at 38 miles an hour. He drove entirely at night without relief. No spare tires were carried, there were no tire accidents and the fuel average was 18 miles to the gallon of gasoline.



This year's Yogemite Run was won by Stanley S. Turner of Los Angeles in the Franklin Car. The Franklin took all three first prizes.

MT. WASHINGTON

P. E. Frost, of Portland, Me., included the climbing of Mt. Washington without a stop as part of a non-stop low gear run of 98.2 miles. Climbing the mountain without a halt is alone a record.

Every little while a Franklin Car in some section of the country sets a new road record or makes a clean sweep of an economy or reliability event. Recently Franklin drivers have made numerous 24-hour runs and long distance trips which prove that the Franklin Car is unsurpassed at piling up large mileage in a day's driving-over average highways or over all dirt roads. Here are the records-

865.4 miles in 24 hours-R. H. Cramer, Waterloo, Ia. 832.6 miles in 24 hours-Will Diddel, Indianapolis, Ind. 808.9 miles in 24 hours -P. A. Pfohl, Indianapolis, Ind. 746.1 miles in 24 hours-J. H. Manion, Indianapolis,

729.5 miles in 24 hours-J. T. Peacha, Duluth, Minn. 725.2 miles in 24 hours-L. W. Snotin, Indianapolis,

693 miles in 24 hours Mrs. R. G. Reed, Boston, Mass.

406.3 miles in 12 hours in a Brougham-Mrs. O. C. Belt, Columbus, Ohio.

New York to Montreal, 9 hours 59 minutes—J. W. Banks, Newark, N. J. Round trip between New York and Boston, 12 hours

New York to Albany, 3 hours 30 minutes. Cincinnati to Cleveland and back in 15 hours and 45

Making time in a Franklin does not consist of spurts of 60 to 70 miles an hour over every straight stretch of good road, alternating with long stretches of annoying slowness over roads not so favorable.

The secret of the Franklin Car's ability to make faster average time over long distances than any other car is simply that the power of the Franklin Car is not handicapped by heavy weight or rigidity and their attendant dangers, driving strain and discomfort. The light weight and flexibly built Franklin holds the roads at all speeds, hugs the turns, smooths out the rough stretches and is practically never held up by tire accidents.

## SWEETEN AUTOMOBILE CO.

3430 Chestnut Street 441-451 North Broad St.

SWEETEN WILMINGTON CO., 1011 Orange St., Wilmington, Del.

Open every evening during Automobile Show Week, January 10-17



Boston to Syracuse and Back, Driven by Woman in 24 Hours' Time

A new mark for women drivers was set when Mrs. Ralph G. Reed recently drove 693 miles in 24 hours and 20 minutes elapsed time. The route lay between Boston and Syracuse and return and required twice passing through the congested traffic districts of those cities. Mrs. Reed believes that a heavy storm through which she had to drive for a hundred miles prevented her making even better time.



Reels Oft 832.6 Miles in a Day

W. H. Diddel, of Indianapolis, a non-professional driver, recently established a record for his section of the country for a 24-hour road run by covering 832.6 miles of road in 221/2 hours' actual running time. The trip was made in a stock-model Franklin Touring Car, without ballast, shock absorbers, or any change from regular equipment. Mr. Diddel was accompanied by two official observers, but drove all the way himself.

865.4 Miles in 24 hours

A new 24-hour dirt road record was set when Ralph H. Cramer, of Waterloo, Ia., recently drove a Franklin stock car 865.4 miles in the actual driving time of 23 hours and 4 minutes. He drove the entire distance himself over ordinary dirt roads without a second's relief. beating the former record of J. T. Peacha, of Duluth, who covered 729.5 miles in a

DETAILS OF THE RECORD

23 hours 4 min.

24 hours 0 min

56 minutes

Total Running Time Total Time for Fuel, Chains, Top up, etc. Total Time Consumed Total Mileage on Dry Roads Total Mileage on Mud Roads

757 miles 108.4 miles 865.4 miles 38 9 miles 25.7 miles Total Miles Run Miles Per Hour Average Dry Roads Miles Per Hour Average Mud Roads Grand Total Average Per Hour

37.5 miles The engine was stopped but once. No mechanical adjustments were made. No tire trouble. Driver: Ralph H. Cramer; Observers, W. A. Ridder, D. J. O'Neil, Waterloo Times Tribune; M. V. Briggs;



Cincinnati to Cleveland and Back, Twice Across Ohio, in 15 Hrs. 45 min.

A motoring sensation was created in the state of Ohio when Cliff Leuders, without stopping the engine of his Franklin Touring Car, reduced the touring time from Cincinnati to Cleveland and back. He covered the 553 miles in 15 hours and 45 minutes of actual running. The odds were 4 to 1 that the previously announced time of 17 hours could not be made.

Covering this route at any speed is thought by Ohio motorists to be a severe test of any motor vehicle, so bad are the roads. Yet the Franklin averaged over 35 miles an hour. Rain which froze on the riders and turned into a blinding snowstorm added to the difficulties.

Observers, Mr Robert Bei:er, Automobile Editor, Cincinnati Enquirer; Mr. Richard Powell.

No mechanical adjustments of any nature were necessary during the trip. And the mileage of the last twelve hours was as big as that of the first twelve hours, indicating that the driver felt little or none of the fatigue ordinarily to be expected.

Two other Indianapolis motorists, likewise driving Franklins, also exceeded the former distance record. That, too, had been established by a Franklin Car.

**SPACE 39 SHOW** La Roche Brothers, Inc.-1214 N. Broad St.